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- 25X1 1. In late March 1953, [] the construction of another four platforms was planned at the Schoenefeld railroad station on the southern stretch of the Berlin Outer Freight Ring. [] the station was to be used as a check point for all trains bound for Halle and Dresden. 1
- 25X1 2. In late March, [] a bridge with a span of 80 meters was to be dismantled on the Berlin-Oranienburg long-distance track. The dismantled bridge sections were to be used for the construction of a railroad bridge over the Havel River east of Hennigsdorf on the Nordwestring Berlin. 2
- 25X1 3. In mid-March, [] 20 workers erecting single-story temporary buildings on the east side of the Neisse River near Muskau. Ties were being unloaded and a concrete mixing machine put up. 3
- 25X1 4. [] observed that there was no change in the status of the dismantled Wriezen-Alt Ruednitz railroad line. 4
- 25X1 5. [] on the railroad viaduct over the Neisse River at Goerlitz [] the viaduct was to be completed in 1953. In late March, 200 workers were observed on the construction site. 5
- 25X1 6. In late March, [] a total of 1.7 million cubic meters of earth would have to be removed for the construction of the Birkenwerder-Wustermark railroad line. The completion date for these earth works was 25 August 1953. Work on the construction of the line was being done in three shifts. 6
- 25X1 7. [] the permanent way of the Templin-Frensdorf railroad line, which is being reconstructed, was to be completed by 31 August 1953. 7
8. The second track of the Juesterbog-Grossbeeren railroad line is to be opened to traffic on 26 September 1953. 8

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9. At the conference of East German railroad timetable experts held in Schwarzburg/Thuringia on 12 March 1953 it was announced that owing to weaknesses in the permanent way, the following reductions of speed limits for freight trains would go into effect:

Gerstungen-Weimar line, from 90 to 80 km/h;
 Weimar-Weissenfels line, from 90 to 75 km/h;
 Artern-Sangerhausen line, from 90 to 80 km/h.

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1. ☐ Comment. According to available information, Schoenefeld railroad station was not to be converted into a check point. ☐

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- 25X1. ☐ Comment. The bridge superstructure to be dismantled is on the dismantled second long-distance track of the railroad line mentioned. The material is to be used for the construction of a bridge on the Birkenwerder-Wustermark railroad line (Nordwestring Berlin).

3. ☐ Comment. The construction of the railroad bridge over the Neisse River was included in the 1953 railroad construction program. ☐

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- 25X1. ☐ Comment. The reconstruction of this line would be necessary before work on the reconstruction of the destroyed bridge over the Oder River near Zauckerick/Alt Ruednitz can be started. ☐

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- 25X1. ☐ Comment. The Nordwestring Berlin, the construction of which was started in October 1952, was to be completed by May 1953. ☐ Difficulties in the procurement of materials have indicated for some time that this target date would not be kept.

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- 25X1. ☐ Comment. Information on the reconstruction of this single-track railroad line was transmitted previously. ☐ The line will establish a link between two important north-south routes and improve traffic facilities for the Templin troop training grounds.

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- 25X1. ☐ Comment. Information on the reconstruction of the second track on the Berlin-Halle railroad line was transmitted previously. ☐

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